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[670]

Hongkong Daily Press.

ESTABLISHED 1857

No. 16,265. 號五十六百二千六萬一第 日四初月五年二統宣 HONGKONG, FRIDAY, JUNE 10TH, 1910. 五拜禮 號十月六年十一百九千一英港

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[435]

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The Daily Press.

HONGKONG, JUNE 10TH, 1910.

INTEREST in British politics is once more revived. The truce which had been called by both combinations of politicians is now at an end, and the struggle to give effect to constitutional alterations, interrupted by the lamented death of King Edward, will be resumed. Is the House of Lords to be ended or mended? That is the question. The peers themselves and Unionists are agreed that it should be mended. The Government wish it to be ended. In such a complete disagreement the only logical course is to resort to compromise. The Government's resolve to abolish the Upper Chamber as at present constituted is largely the result of Irish persuasion, and it is doubtful if it has behind it the approval of the electorate. That knowledge should induce the Ministerial party to moderate its demands in this direction, and, given such an indication of conciliation, there is no doubt that it would be met by Unionists, who, while not anxious to seriously tamper with the Constitution, are yet conscious that the House of Lords could be made more useful. Such thoughts suggest themselves when we read that at the opening of Parliament on Wednesday Lord Rosebery intimated that he had received an intimation from influential quarters that in view of the death of King Edward some "pacification" as between the acute demands of the two parties "should be effected. Certainly the loss which the country has just suffered and

the deep sorrow which it has occasioned should uplift men's thoughts from the bitterness of strife and make them more amenable to counsels of peace. National grief for the loss of a beloved Sovereign demonstrated the unity of the nation, and if the universal affection for the Throne and the common regard for the Constitution then displayed are not utilised to bring existing disagreements to a close, then those responsible must be regarded as signally failing in their duty. No greater opportunity than the present for cultivating a spirit of "sweet reasonableness" could be desired, and if the suggestion from "influential quarters" is not acted upon one of the mistakes of history will be made. Perhaps the Government are inclined to hearken to this counsel. The fact that the Premier did nothing more than merely indicate the business to be taken in the House of Commons during the next few days leaves it open to infer that further course of action has not yet been decided, and that overtures may possibly have been presented and be under consideration already. If conciliation and compromise be desired, there are several bases on which it could be achieved, and Lord Rosebery's proposals, instead of embarrassing parties, may prove exceedingly helpful. The principles embodied in his resolutions have been accepted by the House of Lords itself, and, as indicating that the peers are prepared to take steps for the reform of the Upper House, the resolutions possess more than an academic interest. They represent a degree of progress, but it does not follow that that progress is limited, and it is not unreasonable to expect that, concessions having become the order of the day, the peers will advance further than the position they have taken up under Lord Rosebery. At present the House of Lords has agreed—

(1) That a strong and efficient Second Chamber is not merely an integral part of the British Constitution, but necessary to the well-being of the State and the balance of Parliament.

(2) A Second Chamber can best be obtained by reforming the House of Lords.

(3) That the necessary preliminary of such a reform and re-constitution is the acceptance of the principle that the possession of a peerage shall no longer in itself give the right to sit in the House of Lords.

These are regarded as a first step only, and in the opinion of those who have most closely watched the development of the movement for reconstruction it is not unlikely that the House of Lords will then spontaneously move farther along the path of reform than it is actually invited to advance. Such a manifestation will assure the electorate of Great Britain of the earnestness of the Upper Chamber in its self-appointed work, and should make more feasible the possibilities of compromise. The General Election has been rendered less imminent than it was before the death of King Edward, and it would be well if the question of the constitution of the House of Lords were settled before that appeal to the country is made. The more thoughtful members of the Upper House are well aware that no resolutions, however numerous, and however strongly worded, will possess anything like the convincing effect upon the electorate that the actual introduction of a Bill to reform the Upper House will exercise. The Government has introduced a Bill in the House of Commons which aims at sterilising the House of Lords as a preliminary to its abolition, but, as already indicated, it is doubtful if such a measure would receive the approval of the electorate, and the necessity for reform being admitted on all hands, it should not be impossible to evolve a scheme which would be acceptable to the Government and to the House of Lords itself.

The next gymnastics will be held on Saturday, July 9th.

The Colonial Secretary has been informed that Swallow has been declared free from infection.

Seven days' imprisonment and four hours' stocks was the sentence passed by Mr. Wood at the Magistrate's yesterday on a native for stealing two bundles of wood from West Point.

For stealing two panes of glass from a house belonging to the Land Investment Company at Yau-mai a native was sentenced by Mr. J. R. Wood at the Magistrate's yesterday to three weeks' imprisonment and four hours' stocks.

We notice from a Manila contemporary that Mr. Percy Smith, chartered accountant of this colony, has from June 1st entered into partnership with Mr. Fleming, an old and well-known inhabitant of Manila. Mr. Percy Smith, we understand, will continue to carry on business in Hongkong, but will make occasional visits to Manila.

Manila seems to be having trouble over its beef supply. The fear exists that there is not sufficient supervision in Hongkong to prevent unsound meat being sent to the Islands.

The tables were turned at Shanghai the other day when a mafio was charged with so driving his pony as to cause \$4,000 damage to a motor car, and was ordered to pay this to the owner of the car.

The Commercial Union Assurance Co., Ltd., report a successful year in 1909, and marine departments. The fire premium revenue reached the record sum of £3,015,161, and substantial increases took place under the other headings. Within a year or two of its jubilee the company has attained to a total premium income exceeding four-and-a-quarter millions, apart from the revenues of three life offices separately set out and amounting in all to over half-a-million more.

The report of the Hildesheim Missionary Society for Blind Girls in China for the year 1908-09 affords interesting reading. It is a record of good work accomplished on behalf of helpless girls. We note that the Society hopes to build a home in the interior for the elder girls, where they can, as far as possible, earn their own living under the superintendence of a sister, and where the more clever among them can be trained as teachers. The attention of the public is directed to the knitting done by the girls in the Home.

The board appointed to investigate the sinking of the dry-dock *Dewey* has finished its labours and reported its findings by cable to Washington. The board refusing to give out its findings in Manila, the cause of the accident will not be known until the navy department is heard from. Private advice from Olongapo, says the *Cablenews*, to the effect that the *Dewey* continues to sink deeper into the mud. Persons claiming to be in a position to know state that the entire bottom of the *Dewey* is gone, through corrosion, and that the chances of raising the dock are daily growing worse.

BOYS' BRIGADE AND SCOUTS.

In the St. Andrew's Church Magazine the progress of the new movement is indicated by the Rev. H. O. Spink, who notes that on the Wednesday after the inauguration a satisfactory parade was held. This was followed by the enrolment of several new recruits. "Re-enrolling," the writer proceeds, "will still be carried on for a few weeks, but after the middle of June no new members can be admitted. It is hoped that a strong and well-equipped company will be quickly established, but for this end a considerable outlay is absolutely essential. Already it has been found necessary to erect a match in the church grounds and very considerable other expenses will be incurred in securing equipment, hand instruments, carbines and all other lit necessary for a successful start, of course, be financed out of ordinary church funds, but we feel sure that there must be many who value work among our boys who will come forward and help to bear the burden. It is hoped later in the summer to take the boys to camp, full particulars of which will be announced in the next magazine. In the meantime we should be glad to receive any help by subscription, or furniture which will be of use for the match, all of which will be gratefully acknowledged and appreciated."

AN exciting incident occurred on Tuesday afternoon as the s.s. *Sai Tai* was on her way to Macao from Hongkong. Near Cheung Chau the cry "man overboard" was raised, and the officers and crew took steps to effect a rescue. Three boats were lowered, when it was found that there were three persons in the water, and each boat managed to rescue one individual. They were taken on board, and inquiries led to the belief that the mother of the nine year old girl threw her overboard and then threw herself into the water, followed by her husband. On arrival at Macao the parties were handed over to the police, but it is understood that they were allowed to go. Destination is thought to have inspired the unfortunate people to do away with themselves.

EXCITING INCIDENT ON MACAO STEAMER.

AN exciting incident occurred on Tuesday afternoon as the s.s. *Sai Tai* was on her way to Macao from Hongkong. Near Cheung Chau the cry "man overboard" was raised, and the officers and crew took steps to effect a rescue. Three boats were lowered, when it was found that there were three persons in the water, and each boat managed to rescue one individual. They were taken on board, and inquiries led to the belief that the mother of the nine year old girl threw her overboard and then threw herself into the water, followed by her husband. On arrival at Macao the parties were handed over to the police, but it is understood that they were allowed to go. Destination is thought to have inspired the unfortunate people to do away with themselves.

HONGKONG TENNIS LEAGUE.

WATSON'S & KOWLOON.
Played on Wednesday and resulted in a win for Kowloon by 65 to 34.

Klimanek and Green beat Humphreys and F. Rapp 6-5, beat Taylor and Phillips 9-2, and beat Capell and H. Rapp 8-3.

Clee and Mead beat Humphreys and F. Rapp 6-5, lost to Taylor and Phillips 5-6, beat Capell and H. Rapp, 7-4.

Ross and Zedlitz beat Humphreys and F. Rapp 7-4, beat Taylor and Phillips 8-3, beat Capell and H. Rapp 9-2.

THE LAST OF THE CHINESE LABOURERS.

A correspondent writes to a London paper of May 11th:—"Among the passengers who arrived at Marseilles in the Messageries Maritimes steamship *Polynesien*, and who are due to reach London to-day, is Lieutenant C. L. Patton-Bohane, of the Cameron Highlanders, who returns from repatriating the last of the Chinese labourers in Africa. This officer was appointed an inspector of Chinese labourers nearly four years ago, and was the last to remain, being specially selected for the responsible and onerous duties of supervising the labourers. Consequently upon him fell the duty of seeing the Chinese back to their country when their contract of labour terminated. This duty was performed in two voyages, and Mr. Patton-Bohane, having obtained the entire confidence of the Transvaal Government, was entrusted with the task referred to. How well he performed it is manifest by the fact that nothing has been said of the matter, and it is a subject of congratulation to the Government and the officer referred to that the return of the Chinese was accomplished without a hitch."

TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

OPENING OF PARLIAMENT.

LONDON, June 8th.

When the House of Commons reassembled to-day Mr. Asquith confined himself to indicating the business to be taken during the next few days.

In the House of Lords Earl Crewe suggested that the discussion on Lord Rosebery's resolutions should stand over for a week or two.

Lord Rosebery said he had received an intimation from influential quarters that opportunity might be taken of the death of King Edward to find some pacification as between the acute demands of the two parties, but this did not apply to his resolutions, which were merely the enunciation of principles not connected with the Government's resolutions. Therefore, he had no intention of deferring them.

AUSTRIAN NAVAL AMBITIONS.

LONDON, June 8th.

"The Vienna Diezeit" announces that the keel of the first of the Dreadnoughts being built by private builders at Trieste has been laid. It is expected that the second speculative Dreadnought will be laid down in September.

NAVAL ESTIMATES.

LONDON, June 9th.

In the House of Commons on the debate on the Navy Votes, Mr. McKenna announced that in the Estimates, provision would be made for a hospital ship, and he hoped a second would follow.

THE KING'S INFLUENCE.

LONDON, June 9th.

Lord Rosebery's reference in the House of Lords to "influential quarters" is interpreted as meaning King George, who is understood to be desirous of a resolute effort being made to secure a peaceful solution.

TURKEY AND GREECE.

LONDON, June 9th.

It is reported from Constantinople that the Greek Minister is protesting against the boycott of Greek trade by Turkey, and that he had an interview with the Grand Vizier, who declared that he was unable to intervene in a national and patriotic movement so long as the laws were not violated.

NEW POSTAGE STAMPS.

We understand that no issue of postage stamps using an effigy of King George V. is likely to be made until about a year hence. A similar interval of time passed after the death of Queen Victoria before stamps bearing the image of King Edward were issued, specimens having been first obtainable by purchasers on January 1, 1902. The representation of the head of King Edward borne by the postage stamps in present use was designed by Herr Fusch, who was selected by the late King to undertake the task and whose design was approved by his Majesty.

SUBMARINE IN PERIL.

Submarine A-2 had a remarkable experience whilst manoeuvring off Plymouth on May 10th. She went out in the morning with submarines A-7, A-9 and A-10 for exercise in discharging torpedoes. She was accompanied by the destroyer *Snapper*, the commander of the *Oney*, tender to the submarines, being on board.

All went well until 1.30 p.m., when A-8 dived, and went down a distance of over 200 feet. It was only after considerable difficulty and over an hour's anxious labour that the boat could be made to rise. It is stated that she touched bottom.

The crew consists of eleven men, Lieutenant Donald Craig being in charge at the time. The men had a most exciting and trying experience, and the fact that they were in such a perilous predicament created intense anxiety among the other crews.

After she had been down for nearly an hour the men of the accompanying boats had the satisfaction of seeing her nose rise above water, and their pent-up feelings found vent in hearty cheers.

All the submarines afterwards returned to Devonport, where the matter was reported. It will be recalled that it was submarine A-8 which sank in Cowes Bay, Plymouth, five years ago, when fifteen of the crew were drowned. She was afterwards raised and repaired.

REVIEWS.

Troubled Waters. By HEADON HALL. London: Stanley Paul.

The story of a Homeric struggle without politics, but surrounding the principals in an election. Into it are woven the stress and storm of men and women of a great seaport in the North of England. Its relation holds the reader's interest throughout. It has verve, vividness, and virility, and few who begin it will be satisfied until they have reached the end.

The Dream—and the Woman. By TOM GALLON. London: Stanley Paul.

The story of one of the strangest deceptions ever practised upon this world in general, and upon one woman in particular; a story of the long-suffering and patience of that woman, and of a man's villainy; the tale of one who left the things of life—touched death—and stretched hands from the grave back into life again.

A Splendid Destiny. By EFFIE ADELAIDE ROWLANDS. London: Stanley Paul.

A fine story with sentiment, incident and plot, in which there is a host of really interesting people, and the book is full of charm.

A Modern Chronicle. By WINSTON CHURCHILL. Illustrated by J. H. Gardner. London: Macmillan & Co., Limited.

The predominant impression left on one's mind after reading Mr. Churchill's new work is that it is in reality a chronicle and not a creation in the sense that some of Dickens' and Thackeray's novels were the outcome of creative genius. Whether this is or is not a defect may be left to the discussion of students of English literature. It has always appeared to us that it was the aim of the novelist and the dramatist to hold the mirror up to nature, and that the success or failure of their work was to be measured by the nearness they approached to that ideal. Mr. Churchill certainly impresses one with the reality of his descriptions, and there is an air of naturalness about his portraits of men and women which makes us believe that we are looking on at the present of life and the ordinary events that shape human destiny. God forbid that American social life in the higher commercial circles should be entirely a replica of what we see through Mr. Churchill's spectacles. But we are not much concerned with the philosophy of life. There is no preaching in the novel. It is what it professes to be—a modern chronicle; a brilliant, convincing, conscientious bit of work, fully up to the high standard Mr. Churchill has set himself, and told in virile English with a purity and excellence that might well be copied by most of our home-bred modern novelists. The heroine is Honour, an orphan, brought up in the early St. Louis Mr. Churchill loves to depict by an adorable uncle and aunt. She is a girl of inherited temperament, ambitious, impressionable, and, unfortunately, sometimes thinks, but nevertheless adorable. She makes a man, but all of us who are not superhuman, but, in the end, we feel that her soul has been purified in the fires of experience, and we close the volume with a feeling of satisfaction that what remains of her life is to be shared by the steady-going, high-toned man who has risen from office boy to partnership with the Senator Brice of former Churchillian novels.

The Question. By PARRY TRUSCOTT. London: T. Werner Laurie.

Mrs. Parry Truscott has a light artistic touch, coupled with a cleverness of portraiture and a welcome humour. Unlike the work of some female novelists, hers is not sordid nor tedious. Yet it is not lacking in human interest nor that low element so essential to the novel since the days of Richardson and Fielding and adopted by their long line of successors. Josephine Winyard is ambitious that her boyish lover, Rupert May, should win his spurs as a great musician. Rupert is well aware of his own limitations, but, like a true knight, sets out to conquer worlds in order to win the approbation and love of the woman he loves. We regret the temporary absence of the light-hearted youth from Mrs. Truscott's pages, while she introduces us to the Barton family and takes us through the sub-story of the Padfields and shows us the development of Penel Barton, but we cannot fail to admire the skill with which she manipulates her characters and brings out, in a mild way, the undercurrent of passion which moves most men and women, whatever their surroundings or circumstances of life. There is here no tearing of passion to shreds, no mock heroics, no deep analysis of character and motives. The nearest approach to any soul-stirring demonstration is the scene in a farmer's cottage on the edge of the moor, when Penel Barton declares her love for Josephine, and Josephine so far forgets the absent Rupert to return the hot kisses of her hitherto silent adorer.

Miss Ferrily's Clients. By FLORENCE WARDEN. London: T. Werner Laurie.

When we remember the reputation won by her first novel, we cannot but regret that Miss Warden should so degenerate as to write stuff like "Miss Ferrily's Clients." It is a sad commentary on the taste of English novel readers that such rubbish should be served up to them. Crude in plot and accomplishment, devoid of that subtle delineation of character which could make the plot acceptable, loosely compacted and wholly unattractive in composition, there is nothing in Miss Warden's latest novel to warrant our recommending it to our readers.

Compelled by the failure and suicide of his father to earn his own livelihood, Welton Keynes, well-born and well-educated, obtains a situation as private secretary to a handback lady living at Chiswick. She has a reputation for philanthropy, but is in reality the chief of a gang of thieves, who prey upon fashionable London. Employed as servants in West-end houses, they bring to Miss Ferrily secrets of

the smart set, who come to her to have their fortunes told. These are her clients, and we are expected to believe that they include Cabinet Ministers. The old lady develops a passion for Welton, induces him to dine with her, sings to him and makes violent love to him, and thus arouses the jealousy of other members of the gang. It may be that there are harpies like Miss Ferrily; it may be that fashionable London is preyed upon in the manner depicted by Miss Warden; but it is drawing too much upon human credulity to expect us to believe that Welton Keynes, once aware of the nature of the house into which he has been inveigled, could have returned to it of his own free will or behaved as he is represented to behave. The novel may appeal to some, however—to those who like their fiction strongly spiced and devoid of subtleties.

CORRESPONDENCE.

PRAYING FOR RAIN.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR,—Were it not for your correspondent "Verbi Sap," evident sincerity, it would be hard to repress a smile at his plea for the efficacy of prayer. He is apparently willing to concede the possibility of the happy termination of the recent drought being a coincidence and not necessarily due to the prayers that have been offered up in the different churches; but in the finding of Miss Hickman's body in Richmond Park he finds conclusive proof of the finger of God being made to move at times through human agency. Doubtless your elusive correspondent, if it were suggested that even in Richmond Park the long arm of coincidence might conceivably have been at work, would in his zeal to escape its far-reaching influence, fly off to some other hemisphere, and in the end we might find him winding up the argument in—shall we say?—Hulley's Comet. But apart from these intellectual fights, is it really becoming for enlightened Christians to copy the mistakes of other religions and worship a God of human impulses, liable at any moment to be turned aside from His Divine purpose by the petitions of His creatures? Is it not reasonable to regard prayer not as a means by which we may seek to defeat the immutable decrees of Heaven, but rather as a Divinely ordered discipline by which we are made more fully to realize in whose hands our destinies are placed? If so, it will hardly be necessary to cast about over the wide field suggested by your correspondent for concrete proofs of the efficacy of prayer; these will be found quite near at hand in our own unquestioning faith. Yours,

"L'HOMME PROPOSE, DIEU DISPOSE."

NEW SOURCE OF SILVER.

BRIGHT FUTURE FOR CANADIAN MINING.

A new and highly promising silver mining outlook has been opened up at Port Arthur, Ontario. Mr. Floyd Harman, one of the most prominent engineers in Canada, whose name was so closely associated with the rich Tombecoming mineral cobalt, has been over the ground, and as a result of his investigations he declares that "the geological and geographical situation of the country is capable of great results. There is no reason why Port Arthur should not be a second Cobalt. The possibilities here are subject to the same conditions which exist at Cobalt."

Mr. Harman and Mr. J. A. Skene, of Toronto, went to Port Arthur, accompanied by Mr. Lewis Ernst, of London, who represented English capital. Mr. Ernst, too, is a Canadian who has resided in England, making his headquarters for the past ten years, and always interesting himself in Canadian mining. Their mark was the old 3-A mine at Silver Harbour, which has not been operated for thirty years, but which Messrs. Harman and Skene acquired at a tax sale.

"The way we came to look out for property near Port Arthur," said Mr. Harman in an interview, "was through Mr. Skene becoming acquainted with a John Wilby, of the old Silver Inlet mine, who told him a great deal about the mining facilities of this district and the untold possibilities of the country. We made a couple of trips to Detroit and one to Montreal to work up information on this district, and learned that the same conditions existed here as were existent in Cobalt. The old operations at the Silver Inlet mine show that up to 1874 \$5,000,000 had been shipped out of there. In that year the United States dematerialized silver, adopting gold as the standard coinage, and that movement practically closed up every mine in the country. Mr. Skene and I came to these conclusions, which we think reasonable. In estimating the possibilities of operating this mine in 1874 there had to be taken into consideration the price of silver at the time, the smelting facilities, and the transportation facilities. All these conditions are now as favourable as they were then unfavourable. With the same capital as Cobalt, we have learnt by comparison that the same conditions and possibilities exist here as in Cobalt, and there are the same chances for making good. The leading mining engineer of the United States, Mr. John Hays Hammond, who draws a bigger salary from the Guggenheims than President Taft gets, turned down Cobalt five years ago, and yet from the Nipissing mine alone there has already been taken out untold wealth, and there is over \$1,000,000 in the treasury of the Nipissing Mining Company, which has only prospected a small portion of its property."

Work has already been started on the 3-A mine, and machinery being already on the ground, and the work will be kept going briskly. Mr. Harman stated that they intended so to work their plans that this coming summer should witness a great mining revival in the district. "Port Arthur has equally good opportunities as Cobalt over head, and we intend our presence here and active work to advertise this district in the eyes of the East. There is no question but that other mining men are being attracted this way, and English capital is also becoming interested."

Inquiries with regard to Port Arthur developments should be addressed to Mr. N. G. Neil, the Industrial Commissioner, Port Arthur, Ontario.

LATEST STEAMER MOVEMENTS.

The O.P.R. str. *Empress of Japan* arrived at Nagasaki at 7 a.m. on the 9th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 7 p.m. on the 10th inst.

SUPREME COURT.

Thursday, June 9th.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR FRANCIS PROBERT (CHIEF JUSTICE).

ALLEGED IMPROPER PROCEEDINGS.

Re Lam Pak Leung.

Mr. A. G. M. Fletcher, Deputy Official Receiver, said this was an application on his part that the Court should rescind the proceedings in this matter on the ground that the bankruptcy proceedings were improper from the commencement.

Mr. Hett was appearing for the petitioning creditor, and as the matter would take some time to go into the Official Receiver asked his Lordship to fix a day on which the case could be taken. He understood Mr. Potter was appearing.

Mr. Hett—Yes.

His Lordship—At what stage are the proceedings?

Mr. Hett—Your Lordship will see that the bankruptcy is of 1906. I understand that an application was originally made some years ago, and was dropped for some reason or other. Now another application is made to annul the proceedings, and we are opposing it.

His Lordship—At what stage are the proceedings?

Mr. Hett—A dividend has been paid, and I understand the debtor has undergone his public examination and has been adjudicated.

His Lordship—When was the adjudication?

Mr. Hett—In 1906, I think.

His Lordship (to Mr. Fletcher)—What are the grounds on which you allege the proceedings are improper?

The Deputy Official Receiver—The petition was presented by a brother of the debtor, and he gave a fictitious date on which he had given a man, knowing him in hiding, a sum of \$15,000. The speaker was unable to prove where the money came from, or that he actually did give it, but the Court ordered an account to be taken, and between the date of the application that the Court should make an order and the date when the Court made an order, the brother paid over \$15,000. It was therefore found that Lam Pak Leung who was bankrupt, no longer had any interest in the Hop Yik firm. The petitioning creditor's proof was rejected by the Official Receiver on the ground that he was not a creditor at all.

His Lordship—Before I fix a day, is it a practical application now that a dividend has been paid?

The Deputy Official Receiver—I hope to prove that the debtor is a wealthy man, and is now a partner in the firm with his brother. There is only one real debt in my opinion, and he has been trying to avoid payment of it from the beginning. I think if the proceedings are rescinded—

His Lordship—I am only wondering how far you can rescind proceedings where a dividend has been paid. I do not see how an order can be rescinded in these circumstances.

The Deputy Official Receiver—I think it is possible at any time.

His Lordship—Very well, we must have a day.

The Deputy Official Receiver—I think if we came before you in chambers.

His Lordship—I think it would be better. Let it be adjourned into chambers, and if necessary I can re-adjourn it into Court.

TO BE CONSIDERED.

Re Tsang Kung.

Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) who appeared for the petitioning creditor, said he had agreed with Mr. Looker, the solicitor for the debtor, that the petition should be withdrawn on the terms of an order agreed between themselves.

His Lordship—With which I have nothing to do.

Mr. Looker—With which you have nothing to do, except, I presume, that your Lordship must approve it.

His Lordship—If I approve it it becomes a regular order of the Court.

Mr. Dixon—My friend proposes to file an order by consent.

His Lordship—Then I must approve it.

Mr. Looker—Perhaps it would assist your Lordship if I explained that a bankruptcy petition was presented against this man last year, a receiver was appointed, and an application was made for a rescission order in order to allow a private arrangement to proceed. Your Lordship approved the rescission, and ordered it to be advertised for fourteen days, and subsequently the order was rescinded. The petitioning creditor had now executed fresh bankruptcy proceedings in respect of the debtor's house for rent due, and certain offers made had been accepted by the creditor in satisfaction of his debt.

His Lordship—I will consider it.

COSTS GRANTED.

Re Chan Hewan.

Mr. D. V. Stevenson (of Messrs. Deacon, Looker & Deacon) applied on behalf of the China Merchants' Steam Navigation Company for an order that the Official Receiver pay out of funds in his hands belonging to the estate of the bankrupt costs incurred prior to the bankruptcy proceedings. Chan Hewan was manager of the C. M. S. N. Company in this Colony, and as such manager certain leasehold properties belonging to the Company were registered in his name. This man died in the early part of 1906, and in order that administration should be taken out and the property belonging to the China Merchants should be vested in the new manager, the China Merchants instructed Messrs. Deacon, Looker & Deacon, to apply for administration. The widow was living at Canton, and did not intend herself to apply, but at the request of the China Merchants she came down.

His Lordship—She got letters of administration?

Mr. Stevenson—No. It was granted to her, but your Lordship directed, as the estate was very much involved, that it should be administered by the Official Administrator.

His Lordship—And now you want costs?

Mr. Stevenson—I want my costs prior to the bankruptcy proceedings.

His Lordship—Who are you applying for?

Mr. Stevenson—On behalf of the China Merchants.

The Deputy Official Receiver said the proceedings were altered by order of the Court, and if Mr. Stevenson had applied at the time when the estate went into bankruptcy he would probably have got his costs.

His Lordship (to Mr. Stevenson)—You are applying because you supplied the widow with funds?

Mr. Stevenson—Because we were instrumental in getting this estate administered. Had not the China Merchants come forward the widow would have done nothing, and no administration would have been taken out.

The Deputy Official Receiver—I might point out that I have in hand a total sum of \$500 only. It is one of those cases in which the costs will probably take the whole estate.

His Lordship—How does the estate stand in dividends paid?

The Deputy Official Receiver—There is no chance of a dividend. The bankruptcy costs alone will come to \$350, and that will take most of the estate.

His Lordship—There will be \$150 left.

The Deputy Official Receiver—The Government receives five per cent. and obtains their fees first.

His Lordship—There is a small sum left, but I cannot make an order as it stands. Where is the widow now?

Mr. Stevenson—I don't know, my Lord. She attended to sign the petition and we saw nothing more of her.

His Lordship—I will order that the summons be altered so as to be taken out in the widow's name, and grant costs.

A STRANGE CASE.

Re Kam Sun.

Mr. E. J. Grist (of Messrs. Wilkinson & Grist) applied on behalf of the petitioning creditor for a receiving order. The act of bankruptcy was a notice that the debtor had suspended payment.

His Lordship—What is the debt?

Mr. Grist—The assets are a tailor's shop in Queen's Road which is valued at about \$12,000 with furniture and fittings and \$500 stock-in-trade; altogether about \$12,500, while the liabilities, so far as we can ascertain, are about \$10,000.

The Deputy Official Receiver said this was a strange case. The petitioning creditors showed that the assets were considerably more than the liabilities. He had had a stock book made of the shop, and the assets were underestimated. The shop was not bankrupt, but the Official Receiver understood that the partners had absconded. He understood it was a trick on their part to get back the shop, and to get rid of some of the partners. They hoped to buy the others out and start the business with a reduced capital. At present, as they had absconded, he saw nothing for it but to make a receiving order. The shop was now held by the bailiff.

His Lordship—I cannot make a receiving order when the assets are more than the liabilities.

Mr. Grist—I don't think that the question of assets and liabilities is one that has any bearing on the subject. If an act of bankruptcy is committed a receiving order must come as a matter of course, and if the assets are over and above the liabilities the surplus goes back to the debtors. There are hundreds of cases every year in which 20/- in the pound is paid. If an act of bankruptcy is committed a creditor has no other remedy. It is the one and only remedy that is provided by the law.

His Lordship—The section is only discretionary; it says, "the Court may."

Mr. Grist—Quite so, but "may," I take it, is compulsory. We have the same word in the Ordinance which regulates the Registrar to do certain acts, and it was held here that the Registrar is compelled to do those acts. But, apart from that question, here is a case where a creditor has no other remedy, but to come to the bankruptcy court. He cannot sue people who have absconded.

His Lordship—I do not think a man can avail himself, in perfect solvent circumstances, of the bankruptcy court.

Mr. Grist—A creditor must have some remedy to be able to get payment. Supposing he goes to the expense of getting judgment and another creditor puts a petition on the file he cannot even get his costs.

His Lordship—If I dismissed the petition your action would stand. The difficulty that I see would be met if you alleged in your petition that they had absconded. Then I think there would be reason for giving an order. The assets would probably turn out fallacious.

The Deputy Official Receiver—Would your Lordship make the receiving order subject to that alteration being made?

His Lordship—Yes, and that leaves the other question open.

RECEIVING ORDER GRANTED.

Re Wong Fung Shik.

Mr. F. X. D'Almeida e Castro appeared on behalf of Mr. Kong Sing in this case to move for a receiving order. The liabilities were \$9,820.91, while the assets were \$5,140.

A receiving order was made, and the question of costs is to be agreed upon.

PETITION WITHDRAWN.

Re the Yee Fat Company.

Mr. Hinds (of Messrs. Brutton & Hett) applied in this case for the withdrawal of the petition against the debtor firm.

A deed had been entered into, executed by the various partners in the Yee Fat Company and by all the creditors that he knew of, and the mortgage of a ship which belonged to the Yee Fat Company, and which was the only asset they had. The creditors had agreed that they would not sue the firm until the expiration of six months, by which time it was expected that the ship would be raised. Under that agreement it was arranged that the petitioning creditor should withdraw his petition and that all the other creditors would consent.

His Lordship—What are the terms?

Mr. Hinds—On the terms that the partners will make payment in full when the ship has been raised. Their only asset is lying sunk in the harbour of Kwong Chow Wan.

The Official Receiver had no objection, and the application was granted.

PERMISSION TO AMEND PROCEEDINGS.

Re W. H. Emberley.

Mr. Hinds applied in this case for permission to amend the proceedings on behalf of the petitioning creditors. He stated that Mr. Emberley had made a petition which was heard at the last bankruptcy sitting and by some of his answers on being questioned by Mr. Fletcher it appeared that his wife was a partner with him in his boarding-house business. He thereupon applied for an adjournment in order to enable him to add Mrs. Emberley, and they were now petitioning for a receiving order. The assets were \$715 on life insurance policy and the debtor was getting \$150 a month and was willing to pay \$50 monthly to the Official Receiver. The liabilities were \$6,400.

His Lordship—What is going to happen?

Mr. Hinds—The debtor is willing to pay \$50 a month to the Official Receiver for the benefit of his creditors.

His Lordship—Will the creditors accept that?

Mr. Hinds—That is more than I can say.

His Lordship—\$50 a month gives him about thirty years.

Mr. Hinds—About ten years, and if the debtor gets a better position, as I suppose he will in the course of time, he will make better payments.

His Lordship—I have no jurisdiction now to make such an order.

Mr. Hinds—An order can be made in the bankruptcy proceedings that he pay to the Official Receiver a sum of not less than fifty dollars.

His Lordship—That comes to about a dollar in the £.

Mr. Hinds—It is rather over ten per cent., and I think you are entitled to take into consideration the suggestion of the debtor that he shall pay this \$50 a month as substantial assets.

His Lordship—What is his position?

Mr. Hinds—He is at present manager of a shop in Hongkong.

His Lordship—What does the Official Receiver say?

Mr. Fletcher—With regard to the insurance policy I have no possible means of proving that. The debtor in his petition presented to the Court put down as an asset furniture which did not belong to him, and it is possible this policy does not belong to him. I have no objection provided he pays \$50 a month.

His Lordship—I have no jurisdiction to order that, but there seems to be a prospect.

The Deputy Official Receiver—I would apply to the Court if he failed to pay to rescind the proceedings.

His Lordship—I shall take it that the debtor promises to pay \$50 a month, and you can agree as to the question of costs.

ORDER RESCINDED.

Re the Kwong Tai Wo.

The Deputy Official Receiver stated that this was an application on his part to annul the proceedings and rescind the receiving order which was made at the end of last December. Debtors had one asset only, a sum of \$10,314 said to be due from the Chi Ling firm in South Africa. He had written to South Africa and had received a reply from the authorities in Johannesburg stating that the Chi Ling firm was worth about £30 or £40, but that the writers had no idea of their financial position, and the only possible answer they could give was that they would not pay this debt. He had given notice to Messrs. Hastings & Hastings, debtors' solicitors, but they had not appeared. The order was rescinded.

TICKET PUNCHER'S DIFFICULTIES.

Re C. Goules.

Debtor was publicly examined by Mr. Fletcher. What is the nature of your employment?

I am a ticket puncher on the Star Ferry.

How long have you been employed there?

Twelve years.

What is your monthly salary?

Two dollars per day.

If you are not on duty the Star Ferry Company do not pay you anything?—That is so.

About three years ago you were ill for a considerable period?—Yes.

At that time you were absent from duty and got no pay?—That is so.

You had to borrow money to keep yourself and your family?—Yes.

You keep a wife and two children on your pay?—Yes.

About how much money did you borrow at the time you were ill?—At first I borrowed \$335.

And with the interest and renewing of promissory notes that borrowing has amounted now to about \$900?—That is so.

You borrowed money chiefly from Indian watchmen?—Yes.

With regard to Jaga Singh, he lent you \$50 and you gave him a promissory note for \$70?—Yes.

And for two sums of \$100 which you borrowed you gave notes for \$150?—Yes.

About what rate of interest did you pay?—Ten per cent. per month.

The Deputy Official Receiver said this was one of those small cases where people got into

the hands of Indian watchmen. The debtor had been paying \$15 a month, and he proposed to declare a small dividend and ask him to apply for his discharge.

The examination was closed.

ANOTHER ADJOURNED EXAMINATION.

Re Lam Cheong.

The Deputy Official Receiver explained that the debtor had already been examined at length on the subject of his accounts. He was ordered by the Court to produce two life policies of which he had given no account before, and he had brought them. It transpired at the last examination that he filed his own petition in March last, and it was found that shortly before that he had obtained on credit some \$10,000 to \$20,000 worth of goods, and had shipped them off to America.

The speaker had been trying to trace the destination of these goods and what had become of the invoices. He would continue the examination at this point.

With regard to the invoices of the \$10,000 to \$20,000 worth of goods which you sent to America, I asked you if you had any files of invoices?—Yes, but they were taken away when the place was sold by auction.

You told me that you had, and that you would bring them to my office?—I owed rent, and the landlord would not allow me to remove anything.

The landlord distrained a fortnight later?—The invoices were sent to America.

But the copies you keep, and the insurance papers?—Well, the copy of the invoices was kept by the accountant, and I thought it was safe in his custody, but he went home to the country.

How about the bills of lading?—You did not ask me about any bills of lading.

I ask you now?—Were they not in the drawer which was locked up by the accountant?

I am asking you where they were?—In the drawer locked up by the accountant, who afterwards returned to the country.

Where were the books?—In a different drawer.

Why did you not tell me about these invoices?—Because I thought they would be procurable later on when the fedi returned from the country.

You said last time that in the last four months of last year you employed remittances from abroad to pay back deposits?—That is so. I was forced to do so.

And so many remittances had come that at the time of your bankruptcy there was a sum of \$3,800 good debts?—There was still due over \$25,000, but only \$3,800 good debts.

You had no cash in hand?—No.

And knowing your position you got goods on credit to the sum of between \$10,000 and \$20,000?—Yes, but I was expecting that the other debts would also turn out good.

You have just said you expected they were good?—Well, had people not forced me to repay deposits I would have had enough to go on with.

How?—I had enough.

The Deputy Official Receiver informed his Lordship that he had at present only last year's books of the bankrupt firm. The others had totally disappeared, according to the debtor's account, through a fire which occurred three doors off his shop. His fedi got so excited that they ran down the street with the books, and forgot to return with any but last year's. He thought the cash books in this case had been manufactured, and it was a matter in which a very large sum of money was involved. Further proceedings would have to be taken. The examination was adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HASELHED (ACTING JUDGE).

ALLEGED FALSE IMPRISONMENT.

The trial of the action brought by Wong Fu Ng, complainant, against Captain A. A. Johnson, of the s.s. *Shiu On*, was continued before his Honour and the following jury—J. A. T. Plummer (foreman), J. A. Hunter and D. Cooper. The claim was for \$1,000 for alleged assault and false imprisonment.

Mr. Eldon Potter, instructed by Mr. Davidson (of Messrs. Hastings & Hastings), appeared for the plaintiff, while defendant was represented by Mr. C. G. Alabaster, instructed by Mr. W. E. L. Sheaton (of Messrs. Deacon, Looker & Deacon).

The foreman of the jury asked at the outset how long the case was likely to take and whether they were entitled to any consideration for their services.

His Lordship said the jurors could not get consideration unless the parties would consent.

Mr. Potter—My client is not responsible for bringing the jury here at all.

His Lordship—The jury are not entitled to anything.

Mr. Alabaster—This is a proper case for a jury.

Mr. Potter—Of course it is. If it was not proper case his Lordship would not have granted one. But it was not my client who wanted it.

His Lordship—I don't know how long it will last, it is impossible to say.

The foreman said the jury were more or less satisfied with the cross-examination of the captain, but they might want to ask him one or two questions.

Mr. Potter—The cross-examination is practically concluded.

Defendant, recalled, was questioned by Mr. Potter.

As a matter of fact, the men who attacked the complainant were third class passengers?—They might have been second class.

They were not first, but it that way?—Yes.

Re-examined by Mr. Alabaster.

When did the mutiny stop?—When I complied with their orders to put the flag up.

When the mutineers got their way they did not mutiny any further?—No.

Why did you put up the flag when you did?—Because of their threatening attitude.

Did you consider that if you did not comply with their order they might have got more threatening?—Yes.

How many pairs of irons have you on board?—One.

By the jury: When was it that you decided to arrest this man?—At Mahwan Island.

Did you decide to arrest the man yourself, and not at the suggestion of the complainant?—Yes.

Before or after the assault on the complainant?—After.

Captain Willoughby, master of the Governor's yacht, *Stanley*, was the next witness. He said he saw the plaintiff on the wharf when he was arrested, and he was very rowdy. The other men were very quiet.

Describe the riotousness of the plaintiff?—He was abusing the captain in English, and when he couldn't use any more he fell back to Chinese.

You understand enough Chinese to know he was abusing him?—Yes.

Was he only using his mouth?—He was waving his arms, rolling up his sleeves, and from what I could make out he was asking the captain to go on the wharf and have it out with him.

Cross-examined by Mr. Potter.

Just as two Englishmen would?—Yes.

If the complainant was handed over to a policeman and know he had not done anything to justify it, would you think he would be justified in being rather angry?—No.

Wouldn't you think he would be justified in being angry, and in expressing his displeasure?—When told to go to the station he would not go. I heard the captain tell the constable to take him to the station.

Was the man under arrest at this time?—No.

You saw him being led on to the wharf by the constable; how, by the queue?—No, he was in front of the constable.

Well, he wasn't being led?—Then he was being driven.

That would be a better word. Do you mean to say he was left on the wharf for half an hour abusing the captain without being taken to the station?—When the constable went to take him away the complainant wanted to know who he was.

Supposing you were innocent and know you were going to be led through the streets of Hongkong, probably with a crowd following, would you protest?—No.

You'd go quietly?—Yes.

It comes to this: the only evidence you can give against this man is that after being arrested he protested?—Yes.

Your knowledge of Chinese, I may take it, is elementary?—Yes.

Is it purely confined to curse words?—Yes.

Chief Officer Weatherhead of the s.s. *Shiu On* gave corroborative evidence as to the occurrences on board on May 28th when the vessel grounded.

He was then cross-examined by Mr. Potter.

It was you who put a stop to the whole trouble?—I tried to.

I think I am putting it fairly to you to say that you did stop it: I will put it this way, you rescued the complainant?—I assisted to.

You did it yourself?—The No. 2 complainant helped.

After the flags were hoisted signalling for a launch everything was quiet?—Yes.

I suppose you really agree that what really happened was that these men were frightened, but there was no need for them to be frightened, but passengers are queer things, you know—and they

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Hongkong, 10th June, 1910. [754]

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Hongkong, 10th June, 1910. [735]

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GODOWNS in Holland Street and Douglas Lane, Kennedy Town.

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Hongkong, 10th June, 1910. [736]

NOTICE

IN THE MATTER OF THE COMPANIES ORDINANCE No. 1 of 1865,

and

IN THE MATTER OF THE HONGKONG MILLING COMPANY, LIMITED,

PURSUANT to an Order of the Court dated the 20th April, 1910, NOTICE IS HEREBY GIVEN that a FIRST DIVIDEND of 6% will be paid to the Creditors of the above-named Company on SATURDAY, the 18th inst., between the hours of 10 and 12, and on any subsequent day during office hours.

H. PERCY SMITH, F.C.A., Official Liquidator.

PERCY SMITH & FLEMING, No. 5, Queen's Road Central.

Hongkong, 9th June, 1910. [737]

NOTICE

IN THE MATTER OF THE COMPANIES ORDINANCE No. 1 of 1865,

and

IN THE MATTER OF THE HONGKONG MILLING COMPANY, LIMITED,

PURSUANT to an Order of the Court dated the 20th April, 1910, NOTICE IS HEREBY GIVEN that a MEETING of the Creditors of the above-named Company will be held on FRIDAY, the 17th inst., at the Liquidator's Office, No. 5, Queen's Road Central, Hongkong, at 12 o'clock Noon, to receive a report of the course of the Liquidation and Accounts in respect thereof.

H. PERCY SMITH, F.C.A., Official Liquidator.

PERCY SMITH & FLEMING, No. 5, Queen's Road Central.

Hongkong, 9th June, 1910. [738]

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[42]

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[481]

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Hongkong, 31st December, 1909. [106]

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Hongkong, 30th May, 1910. [694]

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OFFICES, at No. 2, PEDDER STREET, from 1st July.

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Hongkong, 1st June, 1910. [706]

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TO LET

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Hongkong, 7th June, 1910. [725]

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Hongkong, 1st June, 1910. [91]

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Hongkong, 1st December, 1909. [474]

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Hongkong, 1st June, 1910. [87]

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Hongkong, 2nd February, 1910. [151]

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Hongkong, 9th June, 1910. [325]

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Hongkong, 8th March, 1910. [95]

TO LET

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Hongkong, 1st June, 1910. [90]

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Hongkong, 2nd June, 1910. [440]

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For 924 months, 80 per cent. per annum.

For 930 months, 80½ per cent. per annum.

For 936 months, 81 per cent. per annum.

For 942 months, 81½ per cent. per annum.

For 948 months, 82 per cent. per annum.

For 954 months, 82½ per cent. per annum.

For 960 months, 83 per cent. per annum.

For 966 months, 83½ per cent. per annum.

For 972 months, 84 per cent. per annum.

For 978 months, 84½ per cent. per annum.

For 984 months, 85 per cent. per annum.

For 990 months, 85½ per cent. per annum.

For 996 months, 86 per cent. per annum.

For 1002 months, 86½ per cent. per annum.

For 1008 months, 87 per cent. per annum.

For 1014 months, 87½ per cent. per annum.

For 1020 months, 88 per cent. per annum.

For 1026 months, 88½ per cent. per annum.

For 1032 months, 89 per cent. per annum.

For 1038 months, 89½ per cent. per annum.

For 1044 months, 90 per cent. per annum.

For 1050 months, 90½ per cent. per annum.

For 1056 months, 91 per cent. per annum.

For 1062 months, 91½ per cent. per annum.

For 1068 months, 92 per cent. per annum.

For 1074 months, 92½ per cent. per annum.

For 1080 months, 93 per cent. per annum.

For 1086 months, 93½ per cent. per annum.

For 1092 months, 94 per cent. per annum.

For 1098 months, 94½ per cent. per annum.

For 1104 months, 95 per cent. per annum.

For 1110 months, 95½ per cent. per annum.

For 1116 months, 96 per cent. per annum.

For 1122 months, 96½ per cent. per annum.

For 1128 months, 97 per cent. per annum.

For 1134 months, 97½ per cent. per annum.

For 1140 months, 98 per cent. per annum.

For 1146 months, 98½ per cent. per annum.

For 1152 months, 99 per cent. per annum.

For 1158 months, 99½ per cent. per annum.

For 1164 months, 100 per cent. per annum.

For 1170 months, 100½ per cent. per annum.

For 1176 months, 101 per cent. per annum.

For 1182 months, 101½ per cent. per annum.

For 1188 months, 102 per cent. per annum.

For 1194 months, 102½ per cent. per annum.

For 1200 months, 103 per cent. per annum.

For 1206 months, 103½ per cent. per annum.

For 1212 months, 104 per cent. per annum.

For 1218 months, 10

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. via Suez Canal.	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP.	BORNEO	Brit. str.	—	W. H. S. Hall, R.N.R.	P. & O. S. N. Co.	About 15th inst.
ROTTERDAM, HAMBURG & ANTWERP.	BRECONSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
ROTTERDAM, HAMBURG & ANTWERP.	SILVIA	Ger. str.	k. w.	Forrester	HAMBURG-AMERICA LINE	About middle of June.
HAYRE & HAMBURG via STRAITS, &c.	SURVIA	Ger. str.	k. w.	Bremer	HAMBURG-AMERICA LINE	About middle of July.
HAYRE & HAMBURG via STRAITS, &c.	WESTPHALIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERICA LINE	On 15th inst.
HAYRE & HAMBURG via STRAITS, &c.	ARABIA	Ger. str.	k. w.	Malchow	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES, &c. via Ports of Call.	YAREA	Ger. str.	k. w.	Ristorcelli	HAMBURG-AMERICA LINE	On 17th July.
MARSEILLES, COPENHAGEN & GOTHENBURG.	CANTON	Den. str.	—	—	MELCHERS & Co.	On 1st Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KANO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 21st inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	Middle of June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MEHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
NAPLES, GENOA, ALGERS, GIBRALTAR, &c.	P. E. FERDINAND	Aus. str.	—	B. Cobol	MELCHERS & Co.	On 6th July, at D'light
TRIESTE, &c. via SINGAPORE, &c.	AFRICAN PRINCE	Am. str.	—	—	MELCHERS & Co.	On 16th inst., at Noon.
BOSTON & NEW YORK.	INVERLYDE	Brit. str.	—	Alexander	ARNHOLD, KARBBERG & Co.	On 14th inst.
VANCOUVER (Direct).	OCEANO	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 25th inst., at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 16th Aug., at Noon.
VICTORIA, VANCOUVER, B.C., TACOMA, &c.	OCEANO	Brit. str.	—	F. W. Davies	DODWELL & Co., Ltd.	To-morrow.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	SUVERIC	Brit. str.	—	S. W. Cowley	DODWELL & Co., Ltd.	On 18th inst.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 21st inst., at 4 p.m.
CALLAO IQUIQUE, &c. via JAPAN Ports, &c.	INADA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 19th July, at 4 p.m.
AUSTRALIAN PORTS via MANILA	TACOMA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS via MANILA	HONGKONG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS via MANILA	KUNATO MARU	Jap. str.	—	M. Winkler	MELCHERS & Co.	On 14th inst., at D'light
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	NIPPON YUSEN KAISHA	On 8th July, at Noon.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
Kobe & YOKOHAMA	KAGA MARU	Jap. str.	—	—	MELCHERS & Co.	About 28th inst.
Kobe & YOKOHAMA	COBERT	Ger. str.	—	H. Reagen	NIPPON YUSEN KAISHA	Quick despatch.
NAGASAKI, Kobe & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	JAYA-CHINA-JAPAN LINE	On 14th inst., at 4 p.m.
NAGASAKI, Kobe & YOKOHAMA	TILATAT	Dut. str.	1 m.	Zwart	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
CHEFOO & TIENTSIN.	KUEICHO	Brit. str.	—	G. Hooker	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
TIENTSIN via WEIHAIWEI	CHONGSHING	Dut. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & Kobe	NIPPON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at D'light
SHANGHAI, Kobe & MOJI	FOOKSANG	Brit. str.	—	—	HAMBURG-AMERICA LINE	About 15th inst.
SHANGHAI	CHOYANG	Brit. str.	—	—	MELCHERS & Co.	On 16th inst., at 4 p.m.
SHANGHAI	ROON	Brit. str.	1 m.	Neumann	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 4 p.m.
SHANGHAI, Kobe & YOKOHAMA	ARABIA	Ger. str.	k. w.	H. Rehm	P. & O. S. N. Co.	About 16th inst.
SHANGHAI, Nagasaki, Kobe & YOKOHAMA	ROON	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at D'light
SHANGHAI	SZECHUEN	Brit. str.	1 m.	H. Bidford	MELCHERS & Co.	On 20th inst., at Noon.
SHANGHAI	HANGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI	SOMALIA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 10 a.m.
SHANGHAI	CHINBA	Brit. str.	1 m.	A. G. Cabitt, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI	YOKIN	Brit. str.	—	A. Harris	JARDINE, MATHESON & Co., Ltd.	On 1st July.
SHANGHAI	CHYON MARU	Jap. str.	—	Charbonnel	OSAKA SHOSEN KAISHA	Quick despatch.
SHANGHAI	BUJUN MARU	Jap. str.	—	Fred. Pym	OSAKA SHOSEN KAISHA	On 22nd inst., at 10 a.m.
SHANGHAI	DELTA	Brit. str.	—	Y. Fueno	P. & O. S. N. Co.	On 12th inst., at 10 a.m.
SHANGHAI	MECKLENBURG	Ger. str.	k. w.	B. W. H. Snow	HAMBURG-AMERICA LINE	On 14th inst., at 10 a.m.
SHANGHAI	TILWONG	Dut. str.	—	A. Fander	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	SOSHU MARU	Jap. str.	—	Y. Yamamoto	BUTTERFIELD & SWIRE	On 14th inst., at 3 p.m.
SHANGHAI	DAIJIN MARU	Jap. str.	—	Y. Kiburaki	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI	HAICHING	Brit. str.	2 h.	W. C. Passmore	SHAW, TOMES & Co.	On 18th inst., at Noon.
SHANGHAI	HAIRANG	Brit. str.	2 h.	Hodgins	BUTTERFIELD & SWIRE	On 18th inst., at 3 p.m.
SHANGHAI	GOONSHANG	Brit. str.	—	E. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at D'light
SHANGHAI	RUH	Brit. str.	1 m.	A. F. Pennoh	MELCHERS & Co.	End of June.
SHANGHAI	YUNGSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	ZAFIRO	Brit. str.	—	R. Bodger	NIPPON YUSEN KAISHA	On 14th inst.
SHANGHAI	KAIPONG	Brit. str.	1 m.	Mathias	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	MAUSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	BORNEO	Ger. str.	—	F. Semblil	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	KUTHANG	Brit. str.	—	Brady	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	COLOMBO MARU	Jap. str.	—	E. Combes	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	TUPANAS	Dut. str.	—	J. B. v. Damme Jolish	JAYA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ROON" Capt. H. Rehm	About 15th June.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	Thursday, 16th June, at Noon.
MANILA, YAP, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	Saturday, 18th June, at D'light.
YOKOHAMA & KOBE	"CABLENZ" Capt. H. Raegenher	About 28th June.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semblil	End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 9th June, 1910.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., TACOMA & SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
OCEANO	4,657	F. W. Davies	11th June.
SUVERIC	6,232	F. S. Cowley	18th June.
KUMERIC	6,232	J. Mathie	5th July.
AYMERIC	4,363	J. Boyd	26th July.
SUVERIC	6,232	F. S. Cowley	23rd August.

* This Steamer will not call at Shanghai.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 9th June, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 20th June, p.m.
MARSEILLES, via PORTS	"YARBA" Capt. Ristorcelli	On 21st June, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 4th July, p.m.
MARSEILLES, via PORTS	"ARMAND BEHIC" Capt. Ginnonet	On 5th July, 1 p.m.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London. Interpreters meet Passengers on their arrival in Marseilles.

For further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" Sat., 25th June	"ALLEN LINE" Friday, 22nd July
"EMPERESS OF INDIA" Sat., 16th July	"EMPERESS OF IRELAND" Fri., 12th Aug.
"EMPERESS OF JAPAN" Sat., 6th Aug.	"ATLAN LINE" Friday, 2nd Sept.
"MONTEAGLE" Tuesday, 16th Aug.	"EMPERESS OF BRITAIN" Fri., 23rd Sept.
"EMPERESS OF CHINA" Sat., 27th Aug.	"ALLEN LINE" Friday, 14th Oct.
"EMPERESS OF INDIA" Sat., 17th Sept.	

"Emperess" Steamships leave HONGKONG at 6 p.m. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Patrial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers \$45. " " and 1st Class Railway \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Treys, opposite Blake Pier.

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VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERBAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE" Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, Co., on SATURDAY, the 11th June, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "PARSA" 7351 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tes for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "COBANA," due in London on the 10th July, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 30th May, 1910.

THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast)

THE Steamship

"AFRICAN PRINCE" will be despatched for the above Ports on TUESDAY, the 14th June, 1910.

For Freight and Passage apply to ARNHOLD, KARBBERG & Co., General Agents.

Hongkong, 9th June, 1910.

"SHIRE" LINE OF STEAMERS, LTD.

For LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE" Captain Tomlinson, will be despatched as above on or about the 20th June.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st May, 1910.

"INVER" LINE OF STEAMERS, LTD.

For NEW YORK VIA SUEZ CANAL.

THE Steamship

"INVERLYDE" Capt. Alexander, will be despatched as above on SATURDAY, the 25th inst.

For Freight apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th June, 1910.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RIUME AND TRIESTE (Direct), calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the Brazil to PERIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"E. FRANZ FERDINAND" Captain Cobol, will be despatched as above on TUESDAY, the 28th June.

This Steamer has splendid accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor and stewardess.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, 1st June, 1910.

CANADIAN PACIFIC RAILWAY CO. FOR VANCOUVER.

THE Steamship

"OCEANO."

FROM HONGKONG, TO-MORROW (SATURDAY), 11TH JUNE,

FOR VANCOUVER DIRECT.

To be followed by

SUVERIC ... 18th June.

KUMERIC ... 5th July.

AYMERIC ... 25th July.

SUVERIC ... 23rd Aug.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO., Hongkong.

Hongkong, 27th May, 1910.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Neon, 11th June	See Special Advertisement.
LONDON and ANTWERP	ASSAYE	Neon, 11th June	See Special Advertisement.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	BORNEO	About 15th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, SOMALI and YOKOHAMA	DELTA	About 16th June	Freight and Passage.
SHANGHAI	DELTA	About 23rd June	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,

Hongkong, 9th June, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 12th June, D'light
MANILA	"TAMING"	On 14th June, 3 P.M.
CHIEFOO & TIENTSIN	"KUEICHOW"	On 14th June, 4 P.M.
SHANGHAI	"SZECHUEN"	On 16th June, 4 P.M.
CEBU & ILOILO	"KALFONG"	On 18th June, 3 P.M.
SHANGHAI	"CHINHUA"	On 19th June, D'light
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 25th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHEVAN" "CHINHUA" and "LINAN" with excellent accommodations, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. FARE, 245 SINGLE and \$90 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

TELEPHONE 36.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 10th June, Noon.
TIENTSIN VIA WEIHAIWEI	"CHEONGSHING"	Friday, 10th June, 4 P.M.
MANILA	"LOONGSANG"	Friday, 10th June, 4 P.M.
SHANGHAI	"CHOYSANG"	Saturday, 11th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 11th June, Noon.
SANDAKAN	"MAUSANG"	Sunday, 12th June, D'light.
SHANGHAI	"HANGSANG"	Thursday, 16th June, 4 P.M.
MANILA	"YUENSANG"	Friday, 17th June, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "MAUSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Choofo, Tientsin & Newchwang

† Taking Cargo on through Bills of Lading to Kaitai, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, 5th, Exch. 4. For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,

GENERAL MANAGER

14

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIYANG,"	SWATOW, AMOY and FOCHOW.	SATURDAY, 11th June, at Noon.
"HAICHING,"	SWATOW, AMOY and FOCHOW.	TUESDAY, 14th June, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

9

Hongkong, 9th June, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA AND KOBE	"NIPPON"	Beginning of June.
MARSEILLES, COPENHAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to

MELOCHERS & CO.,

AGENTS.

6

Hongkong, 21st May, 1910.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. ARABIA	15th June.
S.S. MECKLENBURG	1st July.
S.S. SCANDIA	14th July.
S.S. SAXONIA	28th July.
S.S. SPEZIA	12th Aug.

Further Particulars, apply to—

Hongkong, 1st June, 1910.

HOMEWARD.

FOR HAVRE & HAMBURG:	
S.S. SUEVIA	19th June.
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. ARCADIA	About end of June.
FOR HAVRE & HAMBURG:	
S.S. WESTPHALIA	3rd July.
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. SIBIRIA	About middle of July.
FOR HAVRE & HAMBURG:	
S.S. ARABIA	17th July.
FOR HAVRE & HAMBURG:	
S.S. MECKLENBURG	1st Aug.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUYO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer, 9,000		WED'DAY, 22nd June, at Daylight.
	AKI MARU Capt. K. Homma, 7,000		WED'DAY, 6th July, at Daylight.
	MISHIMA MARU Capt. A. E. Moses, 9,000		WED'DAY, 20th July, at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao, 7,000		SATURDAY, 19th June, from Kobe.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and SHIMIZU	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 21st June, at 4 P.M.
	INABA MARU Capt. K. Kawara, 7,000		TUESDAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 10th June, at Noon.
	YAWATA MARU Capt. T. Sakino, 5,000		FRIDAY, 8th July, at Noon.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU Capt. E. Combes, 5,000		TUESDAY, 14th June.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Pyne, 7,000		WED'DAY, 22nd June.
KOBE and YOKOHAMA	KAGA MARU Capt. —, 7,000		THURSDAY, 23rd June, at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 5,000		WED'DAY, 6th July, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

† Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

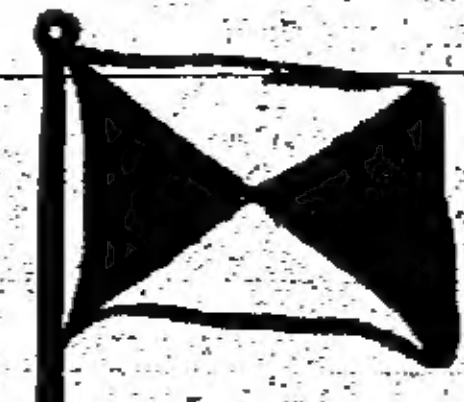
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd May, 1910.

T. KUSUMOTO,

MANAGER [13-125]



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
BUBI	2540	A. Fraser	Manila	On 11th June, Noon
ZAFIRO	2540	E. Rodger	Manila	On 18th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,

General Managers. [12]

Hongkong, 6th June, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of June	JAVA	First half of June
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILATJAP	JAVA	Second half of June	JAPAN	Second half of June
TJILIWONG	JAVA	Second half of June	SHANGHAI	Second half of June
TJIMARI	JAVA	First half of July	JAPAN	First half of July
TJIKINI	JAVA	Second half of July	SHANGHAI	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Yok Buildings, 1st Floor.

Hongkong, 7th June, 1910.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
	"PANAMA MARU" Capt. T. Agata		WED'DAY, 29th June, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For information of Freight, Passages, Sailings, &c., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 12th June, at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 22nd June, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fast Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOUSHU MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, &c., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER

Head Office for the Far East: 16, DES VŒUX ROAD, HONGKONG.

Japan Office: 32, WATER STREET, YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

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PASSENGERS.	ARRIVED.
Per Linan, from Shanghai, Mr and Mrs Resma, Mrs Johnston and Mr Jones	報新外中港香

STEAMERS PASSED THE CANAL. May 17th—Nile, Arabia, 24th—Benarig, Cardiganhire, Kaison, Kintuck, Palma, Peh, Poon, Roon, Somab, Soyo Maru, Wray Castle, 27th—Albusus, Kaga Maru, Polyphous, Tonkin, Verand, 31st—Brasilia, Glenes, 3rd—Ambria, Braemar, G. Ford, Loeis, Denakoi, Macpherson, Salacia, Sardinia, Sideris, Soyo Maru, Teucer, Ioverie, Juna, 7th—Benarig, Ching Wo, Lucison, Foverie.

ARRIVALS AT HOME. June 7th—Glanorganshire, Goeben, Konang, Si, Indravelli.

Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Vœux Road Central, Hongkong; 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

CHUNG NGOI SAN PO, (Chinese Daily Press), PUBLISHED DAILY. Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS. Circulates largely throughout Southern China, Indo-China, etc.

For further particulars apply to the Office, 104, Des Vœux Road Central, Hongkong; 131, Fleet Street, London, or from the different Agents.

D. SCHOLTE & CO., AMSTERDAM.

DUTCH PIECE GOODS: SHIRTINGS,
SPANISH STRIPES, DRILLS,
CASHMERES, ETC., AND ALL SUNDRIES.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

Mails from EUROPE via SIBERIA—

Date of Despatch from London.	Date due in Hongkong.	Vessel.
20th and 21st May.	To-day.	Assays.

FOR	PER	DATE.
Fort Bayard and Haiphong	Manche	Friday, 10th, 9.00 A.M.
Shanghai, Kobe and Moji	Fookang	Friday, 10th, 11.00 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle.	Kumano Maru	Friday, 10th, 11.00 A.M.
Bangkok	Chidrar	Friday, 10th, 1.00 P.M.
Macao	Sui Tai	Friday, 10th, 1.15 P.M.
Weihaiwei and Tientsin.	Cheongshing	Friday, 10th, 3.00 P.M.
Manila	Loongang	Friday, 10th, 3.00 P.M.
		Saturday, 11th.

Printed Matter and Samples... 9.00 A.M.
Registration... 9.00 A.M.
(Registration with late fee of 10 cents up to 9.30 A.M.)
Registration, Kowloon B.O. 9.00 A.M.
No late fee.
Letters 10.00 A.M.
Saturday, 11th, 10.00 A.M.

FOR	PER	DATE.
Swatow and Shanghai	Choysang	Saturday, 11th, 10.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver and Tacoma	Ozono	Saturday, 11th, 10.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Saturday, 11th, 10.00 A.M.
Manila	Bubi	Saturday, 11th, 10.00 A.M.
Singapore, Penang and Bombay	Techia	Saturday, 11th, 10.00 A.M.

SAVE 75 per cent.

16, 32, 50, 100, 200 C.P.

IN STOCK

METALLIC

"OSRAM"
LAMP

(BRITISH MANUFACTURE)

BESIDES REDUCING YOUR

ELECTRIC LIGHT BILL

SO CONSIDERABLY

THE LIGHT

IS BETTER AND MORE
PLEASING.

ANOTHER POINT IS
THAT THE "OSRAM"
LAMP HAS THE LONGEST
LIFE, DOES NOT BLACKEN.

AVOID IMITATIONS

SEE THE WORD

"OSRAM."

SOLE AGENTS FOR SOUTH CHINA:

WILLIAM C. JACK & CO., LTD.,

ELECTRICAL ENGINEERS, CONTRACTORS AND IMPORTERS.

TELEPHONE 358, 14, DES VEXES ROAD CENTRAL.

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:

3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY ★★★★★

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"IMPERIAL WHISKY"

(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, DO. WHITE LABEL

WHISKY, C. P. & CO.'S "SPECIAL

BLEND"

PORT WINE, INVALIDS

PORT WINE, DOUBO

SHERRY, LA TORRE

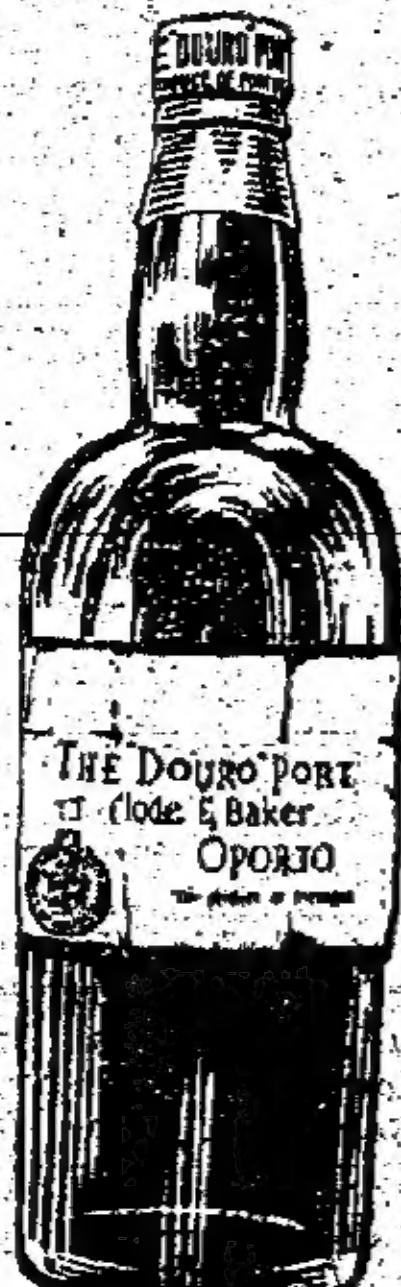
SHERRY, AMORESO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

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A
TOBACCO YOU CAN ENJOY.

**Old English
CURVE CUT TOBACCO**

A SLICE TO A PIPEFUL.

This choice quality tobacco is packed by a special
vacuum process, it therefore retains that delightful aroma
and exquisite flavour natural to the finest tobacco leaf.

"IT DISAPPOINTS NO ONE."

Packed in tins containing $\frac{1}{4}$ lb. with a handsome curved
case which fits the pocket, and is the most convenient way
to carry a pipe tobacco sufficient for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 9th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$940, sales
National Bank of China, Limited	99,925	47	46	\$290, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$10	\$10, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$2, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$2, sales
CONCRETE MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 130.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$19	\$10	\$64, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62.
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 71.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250.
DAIRY FARM COMPANY, LIMITED	40,000	\$72	\$6	\$19, sales
DOCK AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$53, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 122.
LENWICK & CO., LIMITED	18,000	\$25	\$25	\$10, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$7, sellers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	all	\$205.
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$20, sellers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$107.
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$83.
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	all	\$160, sellers
INDUSTRIES.	60,000	\$10	all	\$21, sellers
CANTON INSURANCE OFFICE CO., LIMITED	10,000	\$250	\$50	\$177.
CHINA FIRE INSURANCE CO., LIMITED	20,000	\$100	\$20	\$115, buyers
CHINA TRADING INSURANCE CO., LIMITED	24,000	\$53.33	\$25	\$77.
HONGKONG FIRE INSURANCE CO., LIMITED	8,000	\$250	\$50	\$347, buyers
NORTH CHINA INSURANCE CO., LIMITED	10,000	\$15	\$5	Tls. 110, sellers
UNION INSURANCE SOCIETY, LIMITED	12,400	\$250	\$100	\$820, sellers
YANGTZE INSURANCE ASSOCIATION, LIMITED	12,000	\$100	\$60	\$236.
LANDS AND BUILDINGS.				
HONGKONG LAND INVESTMENT AGENCY CO., LTD.	50,000	\$100	\$100	\$102, sellers
HONGKONG ESTATE AND FINANCE CO., LTD.	150,000	\$10	all	\$8.
KOWLOON LAND AND BUILDING CO., LTD.	6,000	\$50	\$30	\$31, buyers
SHANGHAI LAND INVESTMENT CO., LIMITED	78,000	Tls. 50	Tls. 50	Tls. 107.
WEST POINT BUILDING CO., LIMITED	12,500	\$50	\$50	\$40, sellers
MIXING.				
Société Française des Carrières de Tonkin	16,000	Fcs. 250	all	\$625.
Reub. Australian Gold Mining Co., Ltd.	200,000	21	18/10	\$74, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, x.d.
Philippine Co., Limited	75,000	\$10	\$11	\$150, x.d., buy.
REVENUES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$170, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$28, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$8, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$33, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$294, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	\$5	all	\$8 sal. (L6.10)
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$9.
Star Ferry Company, Limited	10,000	\$10	\$10	\$24.
South China Morning Post, Limited	10,000	\$10	\$5	\$14, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, buyers
STORERS AND DISPENSARIES.	20,000	\$5	\$5	\$5, buyers
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, x.d. sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$6, x.d. buyers
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy. 100 iders	\$10	\$4	\$11, sellers
Union Waterboat Co., Limited	50,000	\$10	\$10	\$300.
RUBBERS.				
Singapore and Johore				\$20 (Sta.)
Balgownie				\$20 (Sta.)
Pegohs				\$43 (Sta.)
Allagars				6/6
Ang-o-Malays				27/6
Castlefields, fully paid				125/-
Highlands and Lowlands				9/- prem.
Kamunings				80/-
Kuala Lumpur				57/6
Ledbury's				
Linggis				
Sapongas				
Shelfords				
Sungai-Kupars				
United Serdangs				130/-
Bukit Kajangs				80/-
Eastern and International				32/6 prem.
London Ventures				5/6
Sumatra Parus				7/-
Merlemaus				90/-
Batu Tigas				

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Pat.

VERNON & SMITH, Share-Brokers.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

ON	June 9th.
LONDON—	
Telegraphic Transfer	19.4
Bank Bills, on demand	19.4
Bank Bills, at 30 days' sight	19.4
Bank Bills, at 4 months' sight	19.4
Credits, at 4 months' sight	19.4
Documentary Bills 4 months' sight	19.4
PARIS—	
Bank Bills, on demand	226.4
Credits, at 4 months' sight	230
GERMANY—	
On demand	193.4
NEW YORK—	
Bank Bills, on demand	43.4
Credits, at 60 days' sight	43.4
BOMBAY—	
Telegraphic Transfer	134.4
Bank, on demand	135
CALCUTTA—	
Telegraphic Transfer	134.4
Bank, on demand	135
SHANGHAI—	
Bank, at sight	74.4
Private, 30 days' sight	75.4
YOKOHAMA—On demand	87.4
MANILA—On demand—Pesos	87.4
SINGAPORE—On demand	76.4
BATAVIA—On demand	107.4
HAIPHONG—On demand	34.4
BAKONG—On demand	34.4
SOVEREIGNS, Bank's Buying Rate	\$11.15
GOLD LEAF, 100 fine, per tola	\$58.20
SILVER, per oz.	24.4

SUBSIDIARY COINS.

Chinese	per cent
Chinese 20 cents pieces	\$8.65 discount.
Chinese 10 "	\$9.00 "
Hongkong 20 "	\$8.42 "
Hongkong 10 "	\$8.80 "

SIEMSEN & CO.,

Hongkong.

Machinery Dept.

**Felten & Guillaume
Lahmeyer Werke,
Dynamo Works,
Frankfort o/M.**

GENERATORS  MOTORS.

for Direct, Single or Multiphaes current, belt-
drive, rope-drive or Direct-coupled.
Transformers, Arc Lamps, Meters, Measuring
Instruments and Switchboards.
Complete Light and Power Installations of every
size and System undertaken.
Prospectus and Estimates Free.

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OPTUM.

Quotations are:—	June 4th.
Malwa New	\$2,100/2,120 per piont.
Malwa Old	\$2,130/2,140 "
Malwa Older	\$2,150/2,160 "
Malwa V. Old	\$2,170/2,200 "
Perian fine quality	\$1,400/1,500 "
Perian extra fine	\$2,200 "
Perian New	\$2,095 per chest.
Perian Old	"
Perian New	\$2,350 "
Perian Old	"

MESSRS. FALCONER & CO.'S REGISTER.

June 9th.	
Barometer 9 A.M. 29.85	Therm. (Wet bulb) 9 A.M. 79
Barometer 1 P.M. 29.82	Therm. (Wet bulb) 1 P.M. 79
Barometer 4 P.M. 29.80	Therm. (Wet bulb) 4 P.M. 79
Thermom. 5 A.M. 63	Therm. Maximum 83
Thermom. 1 P.M. 69	Therm. Minimum 57
Thermom. 4 P.M. 83	Therm. Minimum over night 51

**MUNZER
&
FILS,
BORDEAUX.**

CLARETS AND COGNACS.

FOR AGENCY APPLY TO

HUGO C. A. FROMM,